

Highway Construction & Maintenance

Mission

To construct and maintain a safe, efficient, high-quality transportation network.

Summary of Activities

The **Indiana Department of Transportation (INDOT)** operates and maintains a transportation system that includes increased access to communities, continued economic growth and safer travel for motorists through and around Indiana. The highway system includes assets ranging from small culverts and pavement markers to major bridges and interstate interchanges. The Department maintains a physical inventory of all its assets. The inventory includes 11,000 miles of state roads, 5,616 bridges, 37 rest areas, weigh stations, 3200 traffic signals and thousands of small structures. INDOT also operates the Indiana Toll Road under a lease with the **Indiana Transportation Finance Authority**. INDOT funds new and innovative programs such as “rails-to-trails” and state-of-the-art electronic traffic management systems.

INDOT matches available funding sources to the needs of the highway network. It conducts regular inspections of all roads and structures and uses this information to prioritize projects. Local input, traffic volumes, safety statistics, agency priorities and transportation planning studies also play a significant factor in determining which projects receive available funding.

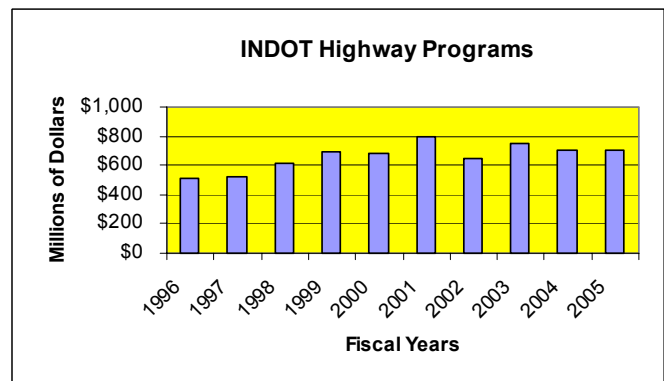


All highway maintenance is funded by the state. INDOT performs both preventive and emergency maintenance activities, including snow removal, line painting, sign maintenance, signals and highway lighting, pothole patching, mowing, rest area and weigh station maintenance, litter pick-up, and other activities to preserve and increase pavement life and increase the safety of the motoring public. INDOT maintains a network of local offices, vehicle repair garages, testing labs, salt storage buildings, dump trucks, plows, transportation vehicles, paint trucks and mowers to facilitate road maintenance.

External Factors

New construction and major rehabilitation are funded both with state and federal dollars; therefore, the level of federal funding is a significant factor affecting the amount of highway construction that can be funded in any year. A typical state/federal highway project will use 80% in federal funding and 20% in state funding. Federal funds can also be used for design and acquisition of right of ways. The Department also uses bond proceeds to fund new road construction. Other factors that can affect highway construction are regional shifts in population, legislative initiatives, and an increase in a particular mode of transportation.

The weather is the greatest external factor affecting highway maintenance. The most important activity performed is snow and ice removal. Winter weather not only affects snow and ice removal activities; it can have a tremendous impact on road deterioration in the spring. Excessive rain can also have an adverse impact on non-winter activities such as line painting. Increased truck traffic and increased truck weights place a greater burden on highways. This causes faster deterioration of the highways and increases the need for maintenance.



Evaluation and Accomplishments

Indiana has invested a record \$4 billion dollars in its transportation network over the past six years, in addition to the investment local units of government have made to the overall statewide network. A slight downward trend of this level of funding is planned for the next biennium due to the conclusion of the current bonding program. Major construction completed or ongoing during the current biennium include:

- Hyperfix on I-65/I-70 in Marion County for approximately \$ 34 million.
- I-65/US 30 Interchange in Merrillville for \$29.5 million.
- Revive 65 in Clark County for \$250 million.
- I-465/70 Interchange in Marion County for \$68 million.
- I-70 Relocation/Six Points Road Interchange Marion/Hendricks County for \$187 million.

Plans for the Biennium

The Highway bonding program will be used to cash-fund several major projects and will be used for a match for several additional major projects. Crossroads 2000 targets several high priority projects in each of the six INDOT districts across the state. INDOT has been preparing for construction by conducting environmental studies, performing engineering activities, and acquiring the necessary rights of way. The final Highway bonds are expected to be sold in FY 05. Plans for maintenance activities include the continued review and implementation of new technology in snow and ice removal, and replacement of many local facilities. INDOT has completed removal of all underground storage tanks, and will implement a major repair contract for the Wabash Memorial Bridge in FY 2004.

INDOT will continue to implement the TrafficWise Intelligent Transportation System (ITS), which uses technology to detect highway congestion as it occurs and determines the reasons for it. The system then speeds information to the people who need it - drivers, dispatchers and emergency responders. This rapid flow of information means that roadside assistance, such as that offered by INDOT's Hoosier Helpers and emergency aid, can arrive more quickly. Tools used in implementing TrafficWise include changeable message signs, sensors, closed-circuit cameras, highway advisory radio, pagers, and the Internet.

